GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:1673
ANSWERED ON:09.12.2015
Operating Ratio of Railways
Puttaraju Shri C.S.

Will the Minister of RAILWAYS be pleased to state:

(a) whether the operating ratio of Indian Railways is relatively higher in comparison to other countries;

(b) if so, the reasons therefor along with the details of operating ratio of Indian Railways during the last three years and the current year, year-wise;

(c) the steps taken/being taken by Railways to optimize their operating ratio;

(d) whether different committee reports have highlighted that Railways are lagging behind and have not kept pace with technology upgradation requirement due to inadequate investment;

(e) if so, the response of the Government thereto; and

(f) the concrete steps taken by the Government to develop rail transport in the country?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(a) to (f) : A Statement is laid on the Table of the House.

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 1673 BY SHRI C.S. PUTTA RAJU TO BE ANSWERED IN LOK SABHA ON 09.12.2015 REGARDING OPERATING RATIO OF RAILWAYS

(a) & (b): Information on Operating Ratio of railway systems in other countries is neither compiled nor maintained in this Ministry. The Operating Ratio of the Indian Railways for 2012-13, 2013-14 and 2014-15 was 90.2%, 93.6% and 91.3%(Provisional) respectively. Budget Estimates 2015-16 envisage an Operating Ratio of 88.5%.

(c): Improvement in Operating Ratio necessitates a progressively higher growth rate in Traffic Earnings vis-a-vis the Working Expenses. It is a continuous endeavour of the Railways to increase revenues and control expenditure. Steps taken to maximize the traffic earnings, inter-alia, include periodic rationalization of fare and freight tariff, effective marketing strategies to capture more and more traffic, creation of additional capacity and optimum utilization of the existing rail infrastructure, improved throughput by steps to increase productivity and efficiency, improvement of passenger interface etc. To contain expenditure, Railways have made efforts through diverse means including strict economy and austerity measures, improved man-power planning, better asset utilization and inventory management, optimizing fuel consumption etc.

(d): Yes, Madam. Technological upgradation and the funding arrangement for the same on Indian Railways has been highlighted by different expert committees.
(e) & (f): Technological upgradation on the Railways is an on-going process and has to match the topographical and socio-economic conditions of the country and specific need and requirement of Railways. Efforts to garner more resources to meet these requirements is also a continuous and progressive endeavour. Towards technology upgradation and development of rail transport in the country, Railways have already initiated the following:
â€¢ Upgradation of sleepers from wooden and metal to concrete sleepers.
â€¢ Use of fan shaped turnouts on concrete sleepers in place of wooden & metal sleepers.
â€¢ Use of heavier section (60kg) and high tensile strength (90 UTS) rails in place of 90R/52 kg 72 UTS rails.
â€¢ Predominant use of long rail panels or welded rails in place of earlier fish plated joints.
â€¢ Decision to use thick web switches on heavy density routes along with Wieldable Cast Manganese Steel (CMS) crossings in place of ordinary curved switches and Cast Manganese Steel Crossings (CMS).
â€¢ Ultrasonic testing of rails & welds with the help of digital double rail testers (DRT) in place of analogue single rail tester. Vehicle borne ultrasonic testing of rails and welds.

â€¢ Mechanised maintenance of track.
â€¢ Introduction of corrosion resistant, stainless steel, higher pay to tare ratio wagons.
â€¢ Bogie Mounted Brake system for wagons.
â€¢ Higher capacity Auto car wagons etc.
â€¢ Installation of Mobile Train Radio Communication (MTRC) system for providing full duplex communication between Driver, Guard, ASM, LC Gate & approaching trains as well as maintenance staff on A, B & C routes of Indian Railways.
â€¢ Setting up of MTRC system based on GSM-R technology.
â€¢ Pace of electrification on Indian Railways has been accelerated and around 1300 RKMs are being electrified every year.
â€¢ Signalling systems like Electrical/Electronic Interlocking with centralized operation of points and signals.
â€¢ Multiple Aspect Colour Light Signalling with LED Signals.
â€¢ Complete Track Circuiting of the station.
â€¢ Digital Axle Counters.
â€¢ Automatic Signalling.
â€¢ Train Management Systems (TMS) etc.
â€¢ Considering adoption of Train Protection and Warning System (TPWS) and Train Collision Avoidance System (TCAS) as means of Automatic Train Protection subject to available funds.
â€¢ Elimination of level crossings & unmanned level crossings.
â€¢ Introduction of new generation locomotives.
â€¢ Traction development for improvement in fuel efficiency, emission and reliability.
â€¢ High speed potential LHB coaches.
â€¢ Upgradation of suburban coaches.
â€¢ Green toilets on all passenger trains.
â€¢ Enhancement of customer amenities at stations and on trains.
â€¢ Feasibility studies for semi high speed operation.
â€¢ Establishment of loco and coach manufacturing units.
â€¢ Installation of captive power generation and renewable energy projects (solar, wind etc).
â€¢ Introduction of mobile ticketing.
â€¢ Construction of dedicated freight corridors: the Dedicated Freight Corridors (DFCs) on the Eastern (Dankuni-Ludhiana, 1839 kms) and Western (Jawaharlal Nehru Port Terminal (JNPT) − Dadri, 1499 kms) routes are being constructed. The DFC Corridors are a strategic capacity augmentation initiative taken by Railways involves construction of dedicated freight lines to carry predominantly coal and steel on the Eastern Corridor and containers on the Western Corridor.
â€¢ For financing, apart from ring-fencing priority projects and ensuring funding for last mile projects, areas such as Foreign Direct Investment(FDI) and Public Private Partnership(PPP) are being tapped. In this connection, Ministry of Railways has signed a Memorandum of Understanding with Life Insurance Corporation of India(LIC) whereby LIC has agreed to provide a funding assistance of ` 1,50,000 crore over a five year period from 2015-16 to 2019-20 for financing Railway Projects.
â€¢ Entering into partnership with State Governments & other stake holders for enhancing the reach.
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